

members will be limited to the seating available. In this regard, entrance to the Department of State is controlled. Questions regarding the meeting may be addressed to Mr. Earl Barbely at 202-647-0197. If you wish to attend please send a fax to 202-647-7407 not later than 5 days before the scheduled meetings. Please include your name, Social Security number and date of birth. One of the following valid photo ID's will be required for admittance: U.S. driver's license with picture, U.S. passport, U.S. government ID (company ID's are no longer accepted by Diplomatic Security). Enter from the "C" Street Main Lobby.

Dated: December 13, 1996.

Earl S. Barbely,  
Chairman, U.S. ITAC for Telecommunication  
Standardization.

[FR Doc. 96-32573 Filed 12-23-96; 8:45 am]

BILLING CODE 4710-45-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent to Revise Currently Approved Public Collection of Information

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), the FAA invites public comment on a revision to the currently approved public report, Application for Employment with the Federal Aviation Administration, FAA Form 3330.76, OMB approval number 2120-0597.

**DATES:** Comments must be received on or before February 24, 1997.

**ADDRESSES:** Comments on this collection may be mailed or delivered in duplicate to the FAA at the following address: Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street at the above address or on (202) 267-9895.

#### SUPPLEMENTARY INFORMATION:

**Title:** Application for Employment with the Federal Aviation Administration, FAA Form 3330.76.

**Abstract:** The collection of information is an application for employment with the Federal Aviation Administration. Applicants will have to complete a number of background

questions to determine their basic eligibility for Federal Employment and also answer specific occupation-related questions to determine their qualification. In keeping with the reengineered business processes under the National Performance Review, the FAA is attempting to centralize and automate some of our application, evaluation, and hiring processes. This application is a part of that effort. We are seeking to amend our OMB clearance to revise the form and incorporate it into a complete Federal Aviation employment system, utilizing a single system of collecting information. We propose to utilize the information to make determinations on applicants' eligibility for Federal employment, determining their qualifications for employment, and certifying the names of qualified applicants to line managers who will make hiring decisions.

**Authority:** Public Law 104-50 authorized the Federal Aviation Administration to establish its own personnel system outside most of the requirements of Title 5, U.S.C. The only provisions related to hiring that will continue to apply are those dealing with veterans' preferences.

**Respondents:** The likely respondents will be the general public who are interested in employment with the FAA. We estimate that the average number of respondents on an annual basis will be approximately 75,000 people. Submission of this information is completely voluntary on the part of the applicant.

**Frequency:** The frequency is based on the respondent, however, we estimate one time per respondent on an annual basis.

**Burden:** The estimated reporting burden is 112,500 hours annually. This is based on an estimated average time to complete of 1.5 hours, although the range could be as little as .5 hours to 3 hours per response.

Issued in Washington, DC on December 19, 1996.

Steve Hopkins,

Manager, Corporate Information Division,  
ABC-100.

[FR Doc. 96-32693 Filed 12-23-96; 8:45 am]

BILLING CODE 4910-13-M

#### Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice.

**SUMMARY:** The FAA has determined that the minimum percentage rates for drug and alcohol testing for the period January 1, 1997, through December 31, 1997, will remain at 25 percent of covered aviation employees.

**FOR FURTHER INFORMATION CONTACT:** Mr. William R. McAndrew, Office of Aviation Medicine, Drug Abatement Division (AAM-800), Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591; telephone (202) 267-8442.

#### SUPPLEMENTARY INFORMATION:

Administrator's Determination of 1997 Random Drug and Alcohol Testing Rates

In final rules published in the Federal Register on February 15, and December 2, 1994 (59 FR 7380 and 62218, respectively), the FAA announced that it will set future minimum annual percentage rates for random alcohol and drug testing for aviation industry employers according to the results which the employers experience conducting random alcohol and drug testing during each calendar year. The rules set forth the formula for calculating an annual aviation industry "violation rate" for random alcohol testing and an annual aviation industry "positive rate" for random drug testing. The "violation rate" for random alcohol tests means the number of covered employees found during random tests given under 14 CFR appendix J to have an alcohol concentration of 0.04 or greater plus the number of employees who refused a random alcohol test, divided by the total reported number of employees given random alcohol tests plus the total reported number of employees who refused a random test. The "positive rate" means the number of positive results for random drug tests conducted under 14 CFR appendix I plus the number of refusals to take random drug tests, divided by the total number of random drug tests plus the number of refusals to take random drug tests. The violation rate and the positive rate are calculated using information required to be submitted to the FAA by specified aviation industry employers as part of an FAA Management Information System (MIS) and form the basis for maintaining or adjusting the minimum annual percentage rates for random alcohol and drug testing as indicated in the following paragraphs.

When the annual percentage rate for random alcohol testing is 25 percent or more, the FAA Administrator may lower the rate to 10 percent if data received under the MIS reporting requirements for two consecutive calendar years